

CLASSIFICATION **RESTRICTED**
CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

CD NO.

STAT

COUNTRY Yugoslavia

DATE OF
INFORMATION 1951

SUBJECT Sociological - Public services

HOW
PUBLISHED Daily newspaper

DATE DIST. 13 Mar 1952

WHERE
PUBLISHED Zagreb

NO. OF PAGES 3

DATE
PUBLISHED 23, 24 Oct 1951

LANGUAGE Serbo-Croatian

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50
U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Borba.YUGOSLAV TRANSPORTATION RATES AND TRAFFIC RISE

INCREASE INTERCITY BUS TRANSPORTATION RATES -- Zagreb. Borba, 24 Oct 51

The Minister of Transportation and Navigation of Croatia, in agreement with the Minister of Finance of Croatia, has issued a new rate schedule for intercity bus transportation in Croatia, which becomes effective 23 October 1951.

The new rates increase by three times the provisional bus fares established 15 May 1950 for members and officials of trade unions and of the Yugoslav Army and People's Militia, and their immediate families. However, the former rates will be valid for traveling on annual vacation leave. Their children from 4 to 10 years of age will pay half fare.

Baggage transportation is to be 25 percent of the fare, figured to the next highest multiple of 5 dinars.

Passenger and baggage fares in different zones are (in dinars):

Distance (km)	Regular Fare		New Fares for Mem of Trade Unions, Yugoslav Army, and People's Militia		Vacation Fares for Mem of Trade Unions, Yugo- slav Army, and People's Militia	
	Pas- senger	Bag- gage	Pas- senger	Bag- gage	Pas- senger	Bag- gage
0-3	30	10	6	5	2	5
3-7	60	15	12	5	4	5
7-10	90	25	18	5	6	5
10-14	120	30	24	10	8	5
14-18	150	40	30	10	10	5
18-21	180	45	36	10	12	5
21-25	210	55	42	15	14	5
25-29	240	60	48	15	16	5
29-32	270	70	54	15	18	5

- 1 -

RESTRICTEDCLASSIFICATION **RESTRICTED**

STATE	NAVY	NSRB	DISTRIBUTION									
ARMY	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									

RESTRICTED

Distance (km)	Regular Fare		New Fares for Men of Trade Unions, Yugoslav Army, and People's Militia		Vacation Fares for Men of Trade Unions, Yugo- slav Army, and People's Militia	
	Pas- senger	Bag- gage	Pas- senger	Bag- gage	Pas- senger	Bag- gage
32-36	300	75	60	15	20	5
36-40	330	85	66	20	22	10
40-43	360	90	72	20	24	10
43-47	390	100	78	20	26	10
47-50	420	105	84	25	28	10
50-54	450	115	90	25	30	10
54-58	480	120	96	25	32	10
58-75	510	130	128	35	43	15
75-80	540	135	135	35	45	15
80-84	570	145	143	40	46	15
84-88	600	150	150	40	50	15
88-93	630	160	158	40	53	15
93-97	660	165	165	45	55	15
97-115	690	175	207	55	69	20
115-120	720	180	216	55	72	20
120-125	750	190	225	60	75	20
125-130	780	195	234	60	78	20
130-135	810	205	243	65	81	25
135-140	840	210	252	65	84	25
140-145	870	220	261	70	87	25
145-150	900	225	270	70	90	25
150-155	930	235	279	70	93	25
155-160	960	240	288	75	96	25
160-165	990	250	297	75	99	25
165-170	1020	255	306	80	102	30
170-175	1050	265	315	80	105	30
175-180	1080	270	324	85	108	30
180-185	1110	280	333	85	111	30
185-190	1140	285	342	90	114	30
190-195	1170	295	351	90	117	30
195-200	1200	300	360	90	120	30

Passenger fares for more than 200 kilometers are 6 dinars per kilometer, figured to the next highest multiple of 10 dinars.

INCREASED PRICES OF PUBLIC SERVICES HELP TO STABILIZE MARKET -- Zagreb, Borba, 23 Oct 51

Before the war, the average city dweller spent 20-22 percent of his total income for public services, such as electricity, water, gas, streetcar fare, movies, plays, etc.

To date, only 2.4 percent of individual income has been spent for such services. Even when his small expenditure for rent was added (which averages 42 percent less than before the war), every Yugoslav consumer entered the market (for the most part this was the agricultural products market) with almost his entire income.

RESTRICTED

RESTRICTED

RESTRICTEDRESTRICTED

STAT

Because of high prices at village markets, consumers were forced to spend a disproportionately large part of their incomes there. Prices were high because of the pressure of large quantities of money on the market. This was especially true of agricultural products, which in turn caused increased prices for industrial products.

In the main, prices of public services have remained unchanged from the liberation to the present. In the beginning, this was the one method of safeguarding the living standard of workers, but because the money saved was spent on the free market, this price policy began to benefit only speculators. The increase in prices of public services can and will be directed against speculators, although working people will be the first to feel its effects.

Before the war, taxes for the support of government agencies, courts, arbitration boards, etc., were about 20 percent of the federal budget; such taxes are only about .2 percent of the federal budget now. The various government functions therefore operate almost without cost to the citizenry.

Predictions of speculators that the increased railroad transportation fares will be reflected in market prices is untenable. In the beginning, there will be individual cases where market prices will be higher but only temporarily. Increases in the price of public services should result in a decrease in agricultural prices first, followed by a decrease in prices of other products, and eventually a decrease in the price of the services themselves.

INCREASE USE OF PUBLIC TRANSPORTATION -- Zagreb, Borba, 23 Oct 51

Before the war, streetcars in Belgrade annually transported 71,447,000 passengers; today, they transport about 260,536,000. In Zagreb, 60,148,000 passengers were transported annually compared with 207,646,000 today. In Ljubljana, 11,613,000 passengers were transported annually compared with 45,551,000 today. During the same period, the population of Belgrade increased 44 percent; Zagreb, 46 percent; and Ljubljana, 83 percent.

In 1937 - 1938, Yugoslav railroads transported 53,773,000 passengers; in 1950, 178,536,000; and the Five-Year Plan calls for the transport of 194 million by the end of 1951.

- E N D -

RESTRICTED

- 3 -

RESTRICTED